# 2002
# Virginia Department of Transportation
# Daily Traffic Volume Estimates
# Including Vehicle Classification Estimates

where available

# Special Locality Report
# 132

City of Staunton

Prepared By

**Virginia Department of Transportation**
**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**
**Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

**Publication Notes**

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

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VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems


Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.


US Route


Virginia State Route


Secondary Route

## Special Routes


Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route


ALT - Alternate Route
Wve - Wve Route connector


P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.


The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Staunton

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **City of Staunton** | | | | | | | | | | | | | | | | |
| 11 Greenville Ave | 0.68 | **18000** | **G** | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.084 | F | 0.519 | 19000 | G | 2002 |
| From: SCL Staunton | | | | | | | | | | | | | | | | |
| To: SR 261 Statler Blvd | | | | | | | | | | | | | | | | |
| 11 Greenville Ave | 0.50 | **16000** | **G** | 96% | 1% | 2% | 1% | 1% | 0% | C | 0.085 | F | 0.579 | 17000 | G | 2002 |
| From: SR 261 Statler Blvd | | | | | | | | | | | | | | | | |
| To: Hampton St | | | | | | | | | | | | | | | | |
| 11 Greenville Ave | 0.32 | **12000** | **G** | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.087 | F | 0.545 | 13000 | G | 2002 |
| From: Hampton St | | | | | | | | | | | | | | | | |
| To: US 250 Richmond Rd | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 0.07 | **19000** | **G** | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.085 | F | 0.519 | 20000 | G | 2002 |
| From: US 250 Augusta St | | | | | | | | | | | | | | | | |
| To: US 250, SR 254 | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 0.68 | **3100** | **G** | 96% | 0% | 2% | 2% | 1% | 0% | C | 0.1 | F | 0.558 | 3300 | G | 2002 |
| From: US 250, SR 254 | | | | | | | | | | | | | | | | |
| To: SR 254 | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 0.15 | **3300** | **G** | 96% | 0% | 2% | 2% | 1% | 0% | F | 0.094 | F | 0.558 | 3500 | G | 2002 |
| From: SR 254 | | | | | | | | | | | | | | | | |
| To: SR 261 | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 1.25 | **6600** | **G** | 94% | 1% | 3% | 2% | 1% | 0% | F | 0.093 | F | 0.524 | 6900 | G | 2002 |
| From: SR 261 | | | | | | | | | | | | | | | | |
| To: Bells Lane | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 0.67 | **5900** | **G** | 94% | 1% | 3% | 2% | 1% | 0% | C | 0.094 | F | 0.586 | 6200 | G | 2002 |
| From: Bells Lane | | | | | | | | | | | | | | | | |
| To: US 11 BUS | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 0.49 | **14000** | **G** | 96% | 0% | 2% | 1% | 1% | 0% | C | NA | | | 14000 | G | 2002 |
| From: US 11 BUS | | | | | | | | | | | | | | | | |
| To: SR 275 | | | | | | | | | | | | | | | | |
| 11 Commerce Rd | 0.88 | **15000** | **G** | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.542 | 16000 | G | 2002 |
| From: SR 275 | | | | | | | | | | | | | | | | |
| To: NCL Staunton | | | | | | | | | | | | | | | | |
| Bus 11 250 Johnson St | 0.18 | **12000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.078 | F | 0.564 | 13000 | G | 2002 |
| From: US 11, SR 254 NEW ST | | | | | | | | | | | | | | | | |
| To: AUGUSTA ST | | | | | | | | | | | | | | | | |
| Bus 11 250B New St | 0.14 | **2400** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.092 | F | | 2500 | G | 2002 |
| From: JOHNSON ST | | | | | | | | | | | | | | | | |
| To: FREDERICK ST | | | | | | | | | | | | | | | | |
| Combined Traffic: | | **8900** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | F | NA | | | 9300 | G | |
| Bus 11 250B New St | 0.36 | **890** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.108 | F | | 930 | G | 2002 |
| From: FREDERICK ST | | | | | | | | | | | | | | | | |
| To: CHURCHVILLE AVE | | | | | | | | | | | | | | | | |
| Combined Traffic: | | **4200** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | NA | | | 4300 | G | |
| Bus 11 Augusta St | 0.41 | **8200** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.500 | 8500 | G | 2002 |
| From: CHURCHVILLE AVE | | | | | | | | | | | | | | | | |
| To: Edgewood Rd | | | | | | | | | | | | | | | | |
| Bus 11 Augusta St | 0.28 | **9500** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.51 | 9900 | G | 2002 |
| From: Edgewood Rd | | | | | | | | | | | | | | | | |
| To: Lambert St | | | | | | | | | | | | | | | | |
| Bus 11 Augusta St | 1.14 | **8500** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.090 | F | 0.576 | 8900 | G | 2002 |
| From: Lambert St | | | | | | | | | | | | | | | | |
| To: Coalter St | | | | | | | | | | | | | | | | |
| Bus 11 Augusta St | 0.71 | **7900** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.503 | 8300 | G | 2002 |
| From: Coalter St | | | | | | | | | | | | | | | | |
| To: Commerce Rd | | | | | | | | | | | | | | | | |
| 250 Churchville Ave | 1.23 | **10000** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.089 | F | 0.554 | 11000 | G | 2002 |
| From: WCL Staunton | | | | | | | | | | | | | | | | |
| To: Grubert Ave | | | | | | | | | | | | | | | | |
| 250 Churchville Ave | 0.99 | **11000** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | 0.605 | 12000 | G | 2002 |
| From: Grubert Ave | | | | | | | | | | | | | | | | |
| To: Thornrose Ave | | | | | | | | | | | | | | | | |
| 250 Churchville Ave | 0.32 | **11000** | **G** | 96% | 0% | 1% | 3% | 0% | 0% | C | 0.090 | F | 0.619 | 11000 | G | 2002 |
| From: Thornrose Ave | | | | | | | | | | | | | | | | |
| To: Augusta St | | | | | | | | | | | | | | | | |
| 250 Augusta St | 0.45 | **3300** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.095 | F | 0.797 | 3400 | G | 2002 |
| From: Churchville Ave | | | | | | | | | | | | | | | | |
| To: Beverly St | | | | | | | | | | | | | | | | |
| Combined Traffic: | | **4200** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.095 | F | 0.797 | 4300 | G | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **City of Staunton** | | | | | | | | | | | | | | | | |
| | | | | From: Beverly St | | | | | | | | | | | | |
| 250 Augusta St | 0.13 | **6400** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.079 | F | 0.586 | 6700 | G | 2002 |
| Combined Traffic: | | **8900** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.079 | F | 0.586 | 9300 | G | |
| | | | | To: Johnson St | | | | | | | | | | | | |
| | | | | From: Augusta St | | | | | | | | | | | | |
| 250 Johnson St | 0.18 | **12000** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.078 | F | 0.564 | 13000 | G | 2002 |
| | | | | To: US 11, SR 254 New St | | | | | | | | | | | | |
| 250 11 Commerce Rd | 0.07 | **19000** | **G** | From: 96% | 1% | 2% | 1% | 1% | 0% | F | 0.085 | F | 0.519 | 20000 | G | 2002 |
| | | | | To: US 11 GREENVILLE AVE | | | | | | | | | | | | |
| 250 Richmond Rd | 0.75 | **12000** | **G** | From: 96% | 0% | 2% | 1% | 1% | 0% | F | 0.083 | F | 0.529 | 12000 | G | 2002 |
| | | | | To: Statler Blvd | | | | | | | | | | | | |
| 250 Richmond Rd | 0.96 | **22000** | **G** | From: 96% | 0% | 2% | 1% | 1% | 0% | F | 0.083 | F | 0.518 | 23000 | G | 2002 |
| | | | | To: Frontier Rd | | | | | | | | | | | | |
| 250 Richmond Rd | 0.44 | **27000** | **G** | From: 96% | 0% | 2% | 1% | 1% | 0% | C | 0.084 | F | 0.513 | 28000 | G | 2002 |
| | | | | To: ECL Staunton | | | | | | | | | | | | |
| | | | | From: Churchville Ave | | | | | | | | | | | | |
| 250 New St | 0.36 | **890** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.108 | F | | 930 | G | 2002 |
| Combined Traffic: | | **4200** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | NA | | | 4300 | G | |
| | | | | To: Frederick St | | | | | | | | | | | | |
| 250 New St | 0.14 | **2400** | **G** | From: 98% | 0% | 1% | 1% | 0% | 0% | F | 0.092 | F | | 2500 | G | 2002 |
| Combined Traffic: | | **8900** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | F | NA | | | 9300 | G | |
| | | | | To: Johnson St | | | | | | | | | | | | |
| | | | | From: SCL Staunton | | | | | | | | | | | | |
| 252 Middlebrook Rd | 1.08 | **3800** | **G** | 95% | 0% | 3% | 1% | 1% | 0% | C | 0.111 | F | 0.527 | 3900 | G | 2002 |
| | | | | To: Bridge St | | | | | | | | | | | | |
| 252 Middlebrook Ave | 0.60 | **4000** | **G** | From: 95% | 0% | 3% | 1% | 1% | 0% | F | 0.097 | F | 0.576 | 4100 | G | 2002 |
| | | | | To: Lewis Street | | | | | | | | | | | | |
| | | | | From: LEWIS ST | | | | | | | | | | | | |
| 252 254 Beverly St | 0.11 | **3700** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.096 | F | | 3900 | G | 2002 |
| Combined Traffic: | | **10000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | F | | 11000 | G | |
| | | | | To: US 250 | | | | | | | | | | | | |
| | | | | From: WCL Staunton | | | | | | | | | | | | |
| 254 Beverly St | 0.82 | **8700** | **G** | 97% | 0% | 1% | 2% | 0% | 0% | C | NA | | | 8900 | G | 2002 |
| | | | | To: Grubert St | | | | | | | | | | | | |
| 254 Beverly St | 0.69 | **13000** | **G** | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 0.081 | F | 0.615 | 13000 | G | 2002 |
| | | | | To: Thornrose Ave | | | | | | | | | | | | |
| 254 Beverly St | 0.25 | **8600** | **G** | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 0.084 | F | 0.580 | 9000 | G | 2002 |
| | | | | To: Jefferson St | | | | | | | | | | | | |
| 254 Beverly St | 0.25 | **4000** | **G** | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 0.085 | F | | 4200 | G | 2002 |
| | | | | To: SR 254 P | | | | | | | | | | | | |
| 254 Beverly St | 0.23 | **2000** | **G** | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 0.085 | F | | 2000 | G | 2002 |
| Combined Traffic: | | **4700** | **G** | 97% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | | 4900 | G | |
| | | | | To: Lewis St | | | | | | | | | | | | |
| 254 Beverly St | 0.11 | **3700** | **G** | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 0.096 | F | | 3900 | G | 2002 |
| Combined Traffic: | | **10000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | F | | 11000 | G | |
| | | | | To: US 250 | | | | | | | | | | | | |
| | | | | From: | | | | | | | | | | | | |
| 254 Beverly St | 0.06 | **3700** | **N** | 97% | 0% | 1% | 1% | 0% | 0% | N | 0.096 | N | | 3900 | N | 2002 |
| Combined Traffic: | | **8100** | **N** | 97% | 0% | 1% | 0% | 0% | 0% | N | 0.082 | N | | 8500 | N | |
| | | | | To: New St | | | | | | | | | | | | |
| 254 Beverly St | 0.16 | **1900** | **G** | From: 97% | 0% | 1% | 1% | 0% | 0% | F | 0.103 | F | | 2000 | G | 2002 |
| Combined Traffic: | | **6300** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | | 6600 | G | |
| | | | | To: Coalter St | | | | | | | | | | | | |
| | | | | From: SR 254 P, Frederick St | | | | | | | | | | | | |
| 254 Coalter St | 0.16 | **5300** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.098 | F | 0.594 | 5500 | G | 2002 |
| | | | | To: US 11 US 250 Commerce St | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **City of Staunton** | | | | | | | | | | | | | | | | |
| 254 / 11 Commerce Rd | 0.68 | **3100** | **G** | 96% | 0% | 2% | 2% | 1% | 0% | C | 0.1 | F | 0.558 | 3300 | G | 2002 |
| From: US 11 US 250 Commerce St | | | | | | | | | | | | | | | | |
| To: US 11 Commerce Rd | | | | | | | | | | | | | | | | |
| 254 New Hope Rd | 2.45 | **1100** | **G** | 93% | 1% | 3% | 3% | 0% | 0% | C | 0.117 | F | 0.705 | 1200 | G | 2002 |
| From: US 11 Commerce Rd | | | | | | | | | | | | | | | | |
| To: ECL Staunton | | | | | | | | | | | | | | | | |
| 254P Frederick St | 0.35 | **2700** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | F | | 2800 | G | 2002 |
| From: Jefferson St | | | | | | | | | | | | | | | | |
| Combined Traffic: | | **4700** | **G** | 97% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 4900 | G | |
| 254P Frederick St | 0.11 | **6700** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | | 7000 | G | 2002 |
| From: Central St | | | | | | | | | | | | | | | | |
| Combined Traffic: | | **10000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 11000 | G | |
| 254P Frederick St | 0.24 | **4400** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | | 4600 | G | 2002 |
| From: US 250 P, New St | | | | | | | | | | | | | | | | |
| Combined Traffic: | | **6300** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 6600 | G | |
| To: Coalter St | | | | | | | | | | | | | | | | |
| 261 Statler Blvd | 0.84 | **9400** | **G** | 95% | 0% | 0% | 3% | 1% | 1% | C | 0.094 | F | 0.569 | 9800 | G | 2002 |
| From: Old Greenville Rd | | | | | | | | | | | | | | | | |
| To: Richmond Rd | | | | | | | | | | | | | | | | |
| 261 Statler Blvd | 0.78 | **13000** | **G** | 95% | 0% | 1% | 3% | 1% | 0% | C | 0.099 | F | 0.507 | 14000 | G | 2002 |
| From: New Hope Rd | | | | | | | | | | | | | | | | |
| 261 Statler Blvd | 0.14 | **15000** | **G** | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.09 | F | 0.525 | 15000 | G | 2002 |
| To: Commerce Rd | | | | | | | | | | | | | | | | |
| From: Commerce Rd | | | | | | | | | | | | | | | | |
| 261 Statler Blvd | 0.25 | **11000** | **G** | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.087 | F | 0.528 | 12000 | G | 2002 |
| To: Beverly St | | | | | | | | | | | | | | | | |
| From: Beverly St | | | | | | | | | | | | | | | | |
| 261 Statler Blvd | 0.20 | **10000** | **G** | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.086 | F | 0.546 | 11000 | G | 2002 |
| To: Coalter St | | | | | | | | | | | | | | | | |
| From: US 250 | | | | | | | | | | | | | | | | |
| 275 | 2.07 | **8600** | **G** | 92% | 0% | 2% | 4% | 2% | 0% | F | 0.098 | F | 0.684 | 9000 | G | 2002 |
| To: 07-613 Spring Hill Rd | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 275 | 1.74 | **11000** | **G** | 92% | 0% | 2% | 4% | 2% | 0% | C | 0.099 | F | 0.697 | 11000 | G | 2002 |
| To: US 11 Commerce Rd | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 275 Woodrow Wilson Pkwy | 1.34 | **13000** | **G** | 92% | 0% | 2% | 4% | 2% | 0% | F | 0.092 | F | 0.579 | 13000 | G | 2002 |
| To: ECL Staunton | | | | | | | | | | | | | | | | |
| From: Churchville Ave | | | | | | | | | | | | | | | | |
| 1 EnglwoodD Dr | 0.34 | **3300** | **G** | 95% | 1% | 1% | 2% | 1% | 0% | C | 0.108 | F | 0.529 | 3500 | G | 2002 |
| To: Schutterlee Mill Rd | | | | | | | | | | | | | | | | |
| From: Middlebrook Ave | | | | | | | | | | | | | | | | |
| 4900 Hampton St | 0.28 | **10000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.535 | 11000 | G | 2002 |
| To: Greenville Ave | | | | | | | | | | | | | | | | |
| From: SCL Staunton | | | | | | | | | | | | | | | | |
| 4901 Barterbrook Rd | 0.17 | **3200** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.096 | F | 0.58 | 3300 | G | 2002 |
| To: Greenville Ave | | | | | | | | | | | | | | | | |
| From: WCL Staunton | | | | | | | | | | | | | | | | |
| 4902 Buttermilk Spring Rd | 1.00 | **700** | **G** | 93% | 1% | 1% | 5% | 0% | 0% | C | 0.139 | F | 0.5 | 730 | G | 2002 |
| To: Pierce St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 4902 Straith St | 0.30 | **NA** | | | | | | | | | NA | | | NA | | |
| To: SR 254 | | | | | | | | | | | | | | | | |
| From: Frederick St | | | | | | | | | | | | | | | | |
| 4903 Coalter St | 0.54 | **4600** | **G** | 96% | 0% | 1% | 3% | 0% | 0% | F | 0.088 | F | 0.525 | 4800 | G | 2002 |
| To: Edgewood Rd | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 4903 Coalter St | 1.31 | **5400** | **G** | 96% | 0% | 1% | 3% | 0% | 0% | C | 0.099 | F | 0.524 | 5600 | G | 2002 |
| To: Augusta St | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Staunton

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| **City of Staunton** | | | | | | | | | | | | | | | | |
| (4905) Lewis St | 0.48 | **5000** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.091 | F | 0.642 | 5200 | G | 2002 |
| From: Beverly St | | | | | | | | | | | | | | | | |
| To: Churchville Ave | | | | | | | | | | | | | | | | |
| (4909) Bridge St | 0.19 | **8700** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.094 | F | 0.583 | 9100 | G | 2002 |
| From: Middlebrook Ave | | | | | | | | | | | | | | | | |
| To: Stuart St | | | | | | | | | | | | | | | | |
| (4909) Green St | 0.27 | **NA** | | | | | | | | | NA | | | NA | | |
| From: Bridge St | | | | | | | | | | | | | | | | |
| To: SR 254; 1SR 254-P Gap Terminus | | | | | | | | | | | | | | | | |
| (4913) N Central St | 0.38 | **3700** | **G** | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.084 | F | 0.558 | 3800 | G | 2002 |
| From: Beverly St | | | | | | | | | | | | | | | | |
| To: Churchville Ave | | | | | | | | | | | | | | | | |
| (4915) Thornrose Ave | 0.31 | **1800** | **G** | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.101 | F | 0.551 | 1900 | G | 2002 |
| From: Beverly St | | | | | | | | | | | | | | | | |
| To: Circle Ave | | | | | | | | | | | | | | | | |
| (4915) Thornrose Ave | 0.42 | **4700** | **G** | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.088 | F | 0.537 | 4900 | G | 2002 |
| From: Circle Ave | | | | | | | | | | | | | | | | |
| To: Churchville Ave | | | | | | | | | | | | | | | | |
| (4919) Grubert Ave | 0.99 | **6200** | **G** | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.089 | F | 0.503 | 6500 | G | 2002 |
| From: Beverly St | | | | | | | | | | | | | | | | |
| To: Churchville Ave | | | | | | | | | | | | | | | | |
| (4921) Morris Mill Rd | 0.88 | **3000** | **G** | 96% | 0% | 2% | 1% | 1% | 0% | C | 0.099 | F | 0.576 | 3100 | G | 2002 |
| From: WCL Staunton | | | | | | | | | | | | | | | | |
| To: Beverly St | | | | | | | | | | | | | | | | |
| (4925) Lambert St | 0.44 | **7300** | **G** | 96% | 1% | 1% | 2% | 1% | 0% | C | 0.09 | F | 0.615 | 7600 | G | 2002 |
| From: Augusta St | | | | | | | | | | | | | | | | |
| To: Donaghe St | | | | | | | | | | | | | | | | |
| (4927) Spring Hill Rd | 0.76 | **3500** | **G** | 95% | 0% | 3% | 1% | 1% | 0% | F | 0.103 | F | 0.51 | 3600 | G | 2002 |
| From: Churchville Ave | | | | | | | | | | | | | | | | |
| To: Donaghe St | | | | | | | | | | | | | | | | |
| (4927) Springhill Rd | 1.45 | **2900** | **G** | 95% | 0% | 3% | 1% | 1% | 0% | C | 0.099 | F | 0.607 | 3000 | G | 2002 |
| From: Donaghe St | | | | | | | | | | | | | | | | |
| To: NCL Staunton | | | | | | | | | | | | | | | | |
| (4929) Mt View Dr | 0.39 | **490** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.106 | F | 0.685 | 510 | G | 2002 |
| From: Commerce Rd | | | | | | | | | | | | | | | | |
| To: Coalter St | | | | | | | | | | | | | | | | |
| (4931) Schutterlee Mill Rd | 0.95 | **2300** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.095 | F | 0.552 | 2400 | G | 2002 |
| From: Englewood Dr | | | | | | | | | | | | | | | | |
| To: NCL Staunton | | | | | | | | | | | | | | | | |
| (4932) Pierce St | 0.20 | **1200** | **G** | 91% | 0% | 2% | 6% | 0% | 0% | C | 0.105 | F | 0.686 | 1300 | G | 2002 |
| From: Straith St | | | | | | | | | | | | | | | | |
| To: Hays Ave | | | | | | | | | | | | | | | | |
| (4933) Peck St | 0.17 | **6700** | **G** | 91% | 0% | 2% | 6% | 0% | 0% | F | 0.094 | F | 0.512 | 7000 | G | 2002 |
| From: Montgomery Ave | | | | | | | | | | | | | | | | |
| To: Austin Ave | | | | | | | | | | | | | | | | |
| (4933) Hays Ave | 0.36 | **NA** | | | | | | | | | NA | | | NA | | |
| From: Austin Ave | | | | | | | | | | | | | | | | |
| To: SR 254 | | | | | | | | | | | | | | | | |
| (4935) Stuart St | 0.57 | **6400** | **G** | 91% | 0% | 2% | 6% | 0% | 0% | F | 0.096 | F | 0.607 | 6700 | G | 2002 |
| From: Montgomery Ave | | | | | | | | | | | | | | | | |
| To: Bridge St | | | | | | | | | | | | | | | | |
| (4937) Johnson St | 0.23 | **2500** | **G** | 95% | 0% | 1% | 3% | 1% | 0% | C | 0.09 | F | 0.594 | 2600 | G | 2002 |
| From: Jefferson St | | | | | | | | | | | | | | | | |
| To: Lewis St | | | | | | | | | | | | | | | | |
| (4937) Johnson St | 0.11 | **11000** | **G** | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.082 | F | 0.617 | 11000 | G | 2002 |
| From: Lewis St | | | | | | | | | | | | | | | | |
| To: Augusta St | | | | | | | | | | | | | | | | |
| (4938) Prospect St | 0.53 | **1400** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.096 | F | 0.507 | 1400 | G | 2002 |
| From: Augusta St | | | | | | | | | | | | | | | | |
| To: N Coalter St | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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2002
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City of Staunton

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| **City of Staunton** | | | | | | | | | | | | | | | | |
| (4940) Donaghe St | 0.37 | **5200** | **G** | 85% | 2% | 4% | 9% | 0% | 0% | F | 0.099 | F | 0.595 | 5400 | G | 2002 |
| From: Churchville Ave | | | | | | | | | | | | | | | | |
| To: Lambert St | | | | | | | | | | | | | | | | |
| (4940) Donaghe St | 0.47 | **3700** | **G** | 85% | 2% | 4% | 9% | 0% | 0% | C | 0.094 | F | 0.63 | 3900 | G | 2002 |
| From: Spring Hill Rd | | | | | | | | | | | | | | | | |
| (4942) Old Greenville Ave | 0.47 | **1300** | **G** | | | | | | | | 0.111 | F | 0.505 | 1400 | G | 2002 |
| From: SCL Staunton | | | | | | | | | | | | | | | | |
| To: Greenvile Ave | | | | | | | | | | | | | | | | |
| (4944) Frontier Dr | 1.00 | **7100** | **G** | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.093 | F | 0.543 | 7400 | G | 2002 |
| From: SCL Staunton | | | | | | | | | | | | | | | | |
| To: Richmond Rd | | | | | | | | | | | | | | | | |
| Archer St | | **1200** | **G** | | | | | | | | 0.108 | F | | 1300 | G | 2002 |
| From: Tuxedo St | | | | | | | | | | | | | | | | |
| To: Surrey Rd | | | | | | | | | | | | | | | | |
| Berry St | | **90** | **G** | | | | | | | | 0.109 | F | | 100 | G | 2002 |
| From: Gypsy Ave | | | | | | | | | | | | | | | | |
| To: Parkview Ave | | | | | | | | | | | | | | | | |
| Blue Ridge Dr | | **350** | **G** | | | | | | | | 0.113 | F | | 360 | G | 2002 |
| From: Red Bud Ln | | | | | | | | | | | | | | | | |
| To: East Beverly St | | | | | | | | | | | | | | | | |
| Frasier Ln | | **160** | **G** | | | | | | | | 0.127 | F | 0.5 | 170 | G | 2002 |
| From: Sproul Ln | | | | | | | | | | | | | | | | |
| To: College Circle | | | | | | | | | | | | | | | | |
| Peyton St | | **530** | **G** | | | | | | | | 0.092 | F | 0.634 | 560 | G | 2002 |
| From: West Beverly St | | | | | | | | | | | | | | | | |
| To: Second St | | | | | | | | | | | | | | | | |
| Rockway St | | **80** | **G** | | | | | | | | 0.161 | F | 0.6 | 80 | G | 2002 |
| From: Lambert St | | | | | | | | | | | | | | | | |
| To: Donaghe St | | | | | | | | | | | | | | | | |
| Spruce Street | | **900** | **G** | | | | | | | | 0.114 | F | 0.512 | 900 | G | 2002 |
| From: Lyle Avenue | | | | | | | | | | | | | | | | |
| To: Spring Hill Rd | | | | | | | | | | | | | | | | |
| Taylor St | | **1600** | **G** | | | | | | | | 0.130 | F | 0.795 | 1700 | G | 2002 |
| From: US11 Augusta St | | | | | | | | | | | | | | | | |
| To: Oak Ln College Cir. | | | | | | | | | | | | | | | | |